

Stand position

1. No emergency system  
one to get a/c + pilot back up:

- (a) Reducer vice
- (b) Regulator valve sticks
- (c) Pilot does not have to see.
- (d) Bottleneck in ship's system, bypasses reduce

2. Disadvantage

- (a) Pilot must unhook + hook.
- (b) Can't bail out without rehooking to seat.
- (c) No shut off switch on T-fitting leading to battle - SHUT-OFF SWITCH NEEDED FOR GROUND OPS.

DUAL

1. TWO LINES - 2 REDUCERS - 1 LINE TO 2 REGULATORS -
2. No auto changeover on regulator (trying to get there)
- ~~3. Auto changeover from one regulator to the other~~
4. AMBER - 70 PSI (warn of drop)  
PILOT SWITCHES TO OTHER REDUCER

RED - AT 60 RED LIGHT ON.  
CHECK PRESSURES REGULARLY  
LOOK AT PRESSURE GAUGES

DESCEND IF SWITCH  
BACK DOESN'T PUT LIGHTS ON  
BELOW 60 PSI, DESCEND.